

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/00702/FUL

Highway Reference Number: 2024/0702/04/H

Application Address: Woodville Lount Road Osbaston Nuneaton Leicestershire CV13 0HR

Application Type: Full

Description of Application: Single storey stable and tack room

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Wayne Aris

County Councillor: Bertie Harrison-Rushton

Parish: Osbaston

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) are in receipt of a full application for a single storey stable and tack room at Woodville, Lount Road, Osbaston, Nuneaton.

Site Access

The site is currently served by two existing accesses that lead onto Lount Road, an unclassified road subject to national speed limit.

Figure DG17 of Part 3 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>) states that for an access serving a single dwelling – the access should be a minimum of 2.75m wide for a minimum distance of 5m behind the highway boundary. The width of both accesses is in accordance with DG17.

Whilst visibility splays have not been demonstrated at either access point in accordance with DG4 of Part 3 of the LHDG for the 60mph speed limit of the road, the LPA has informed the LHA that the applicant has not stated their intention to use the stable for business use. Based on this information provided the LHA are unable to demonstrate a material intensification of the site accesses.

Considering the site access arrangements are existing and the good safety record of the site location, the LHA have no objection to the site access proposals providing that the stable will be for the private use of the applicant.

If the applicant wishes to use the site for commercial use, the LHA must be consulted as part of a future application to reassess the suitability of site access proposals.

Highway Safety

There has been no recorded Personal Injury Collisions on Lount Road in the previous five years. Therefore, the LHA has no pre-existing safety concerns at this location.

Internal Layout

Proposed Stable and Tack Room Drawing Number 24/08/02 shows parking provision of six spaces to serve the proposed development. The LHA have no objection to the provision proposed by the applicant.

The LHA advise that as to accord with Part 3 Paragraph 3.165 of the LHDG the parking spaces should have minimum dimensions of 2.4 metres x 5.5 metres, with 0.5 metres added if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, and one metre added if bounded on both sides.

Conditions

1. The development hereby permitted shall not be first used until such time as the parking (and turning facilities) have been implemented in accordance with Proposed Stable and Tack Room Drawing Number 24/08/02. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2023).

2. The proposed stable shall be used only in connection with the Applicant's own livestock and no livery/riding school nor other business nor commercial use is permitted.

REASON: Although the level of traffic likely to be generated by stables is acceptable in highway safety terms, more traffic-intensive livery within the site would be inappropriate due to the limitations of the vehicular access, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2023)

Date Received
30 July 2024

Case Officer
Oliver Rivera

Reviewer
DH

Date issued
20 August 2024